

SCHOOLS AT CROFT, HEREFORDSHIRE.

MR. MOUNTFORT, ARCHT. &C.

THE CHAPEL OF ST. CROSS,
HAMPSHIRE.

At some time ago called the attention of our readers to the many fine specimens of Ecclesiastical Architecture to be met with on the South-Western line of railway, and we now give an illustration of the Chapel to the Hospital of St. Cross, near Winchester.

There is no place throughout England that carries with it such an air of antiquity: a very slight effort of the imagination takes you back to those days when buildings devoted to like purposes were to be found in all parts of the land. Now, if we mistake not, this is the only one of any importance remaining, and it still bears about it many evidences of its ancient origin. The brothers continue to wear the black gown with its cross of silver: beer and bread are still given from the gateway to any wayfarer who may stand in need of such help: indeed, most of the old customs are here retained, and as a consequence the place is full of interest. The hospital is beautifully situated, the buildings occupy three sides of a quadrangle, the fourth side is open to the country, thereby rendering the place more cheerful than it would have been had the square been quite inclosed. The gateway, hall and kitchen are on the north side, all excellent specimens of perpendicular work. The houses occupied by the brotherhood are on the west side; the chapel and cloister on the east; turf, with flower beds, and nicely kept walks, occupy the open space. Altogether it would be difficult to name a more interesting spot. A residence here should be, and we believe is, considered a great boon.

Our illustration is a north-west view of the chapel. Many views of this building have been given, but these principally illustrate the early work of the twelfth century, while in the present view nearly all the work is of a later date. It is an excellent specimen of the period with much valuable and interesting detail about it. We are sorry to add that the interior of the chapel is not so well cared for as it should be. The present master of the hospital (the Earl of Guildford) seems to be of opinion that in affording a very liberal supply of white-wash he is doing every thing that can be requisite.

In the proceedings of the Archaeological As-

sociation, and of the Archaeological Institute for 1845, will be found a detailed account of this interesting building.

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THE accompanying engraving shows the south-west view of schools for boys and girls lately erected at Croft, Herefordshire, for William Eevil Davis, Esq., from the designs of Mr. W. B. Mountfort. The building is of a good sandstone; the roofs are open.

SUPPLY MAINS OF LONDON—WATER
AND GAS.

Our streets broken up in every direction, retarding the traffic of the commercial world; and obstructing the "roulage" of omnibuses and other conveyances, appear to most people to be an inexplicable puzzle, or the result of insane mismanagement.

No sooner is a pavement laid in concrete, and the way seemingly plain and permanent for years to come, than bands of navigators take possession of the tabulated granite, wedge, pick, and delve the almost adamantine crust, and sink trenches for new rills of water or volumes of gas. The new filled earth takes time to settle; meanwhile the diverted traffic wears the portions unbroken and constricted to one line of wheels, and by the time the pavement is relaid the whole width of the street is a series of ruts and prominent blocks. Such is the mode of management, and such the cause of the excessively high charge levied on the citizens for paving.

Should any new system be adopted for distributing the water supply of the metropolis, and the old iron pipes be displaced with in favour of a new population, why all London must be submerged "at infinite time," and all the concerns of trade and free intercourse be paralysed. Whatever theory may be adopted (and there are many about besides the water gathering from the Downs), there is no reason why the old and tried conduits should not be made available, because no other general supply can be introduced without altogether superseding the former faulty, insufficient, and impure provision.

There can be no doubt but that the original

springs on high ranges, such as the Hindhead, Bagshot, Farnham, Leith-hill, &c., are, in the first spring from the soil, the most pure; but it is far from clear that the rain-water percolating from these heights, and caught up by drains or pipes, could be equally so. At a very short distance (a quarter of a mile) from their sources, the several streams flowing from them are tainted with peat and vegetable decay, and they are, in fact, at that distance, bog water, which is only purified by its current progress through sandy soils, and by aeration: and it is equally certain that the cost of collecting these waters would be extravagantly large—not to speak of the difficulty, injustice, and expense of their diversion.

If a region of 400 square miles of country be dedicated, what is to requite the inhabitants for the loss, as a source of utility, for their flocks, their mills, for irrigation, or even for the adornment of the landscape? How many gentlemen's seats must be bereft of the second feature of beauty in landscape—the rivulet? A ramble down the devious "Wey," or "Tillingbourne" brook will elucidate this. But, after all, for what? For the purveying of water to London, which, in the end, will require filtration, or purification by some other means.

To refer now to a plan put forward through THE BUILDER for the profuse supply of London with good water (incomparably better than any but the Lea) would perhaps be useless; but as it is true, and easy, and affluent, we may as well repeat it. Staines is but fifteen miles from London, yet it is above thirty by water-way, and over twenty above tidal influence: the river is at that point as pure as the rivulets before referred to, and a sufficiency could thence be spared for drink, for washing, flushing of sewers, and even fountains. One 6-foot tube would carry as much as all the present supplies, and that tube might be laid in the high road (nearly a straight line) without cost save that of laying down. Such a cylinder might be cast in halves, with flanges to bolt together (thus reducing the expense of carriage), and covered with gutta percha, or some other impervious substance, or the pipes might be multiplied to four tubes of 3 feet, carrying as much as one of 6 feet diameter, and as to a natural fall for the supply of high